

I N T E R O F F I C E M E M O R A N D U M

Date: 19-Aug-1997 02:34pm CST
From: Kit von Wupperfeld
VON_WUPPERFELD_KIT
Dept: PARD
Tel No: 499-6719

TO: Kim Jamail Mitchell (MITCHELL_KIM)
CC: Stuart Strong (STRONG_STUART)
CC: Donna Bohls (BOHLS_DONNA)

Subject: parkland use agreements

Kim,

I've done some research on the item regarding park improvement agreements. This is what I've dredged up. Obviously, my memory isn't what it used to be!

In December 1995 Jody and I drafted an RCA to amend the City Code to permit the City Manager to negotiate and execute parkland improvement and management agreements. A copy of the RCA is attached. Budget and ACM signed off, but Law never did. Plans were made to take it to Parks Board February 27, 1996, but that never occurred. In March 1996, my notes say the entire project was put on indefinite hold. It stayed on hold until Raul brought it back up a few weeks ago.

Raul's concern in 1996 was that the parameters included an appeal process to Council if the City Manager denied the application; he didn't think Council should have to function as an appellate "court". He did, however, think we needed an appeal process. We never came up with one.

I have a call in to Raul to discuss appeals; I'll also talk with JMO and see if he wants to proceed based upon the history.

KvW

CITY OF AUSTIN
RECOMMENDATION FOR COUNCIL ACTION

AGENDA ITEM NO.: _____
AGENDA DATE: 03/07/96
RCA TYPE: ordinance
PAGE 1 of 1

SUBJECT: Amend Section 11-1 of the City Code of Austin to permit the City Manager or his designee to negotiate and execute park improvement and management agreements.

AMOUNT & SOURCE OF FUNDING: N/A

REQUESTING DEPT: Parks and Recreation **DIRECTOR'S SIGNATURE:** _____
FOR MORE INFORMATION CONTACT: Jesus Olivares, 499-6743

PRIOR COUNCIL ACTION: N/A

BOARD AND COMMISSION ACTION: Scheduled for Parks and Recreation Board review February 27.

-----REQUIRED AUTHORIZATION-----

LEGAL: _____ **FINANCE:** _____
OTHER: _____ **CITY MANAGER:** _____
OMBA: _____

Council is asked to amend Section 11-1 of the City Code to authorize the City Manager or his designee, upon the recommendation of the Director of the Parks and Recreation Department and the Parks and Recreation Board, to negotiate and execute Park Land Improvement and Management agreements. The purpose of such agreements is to supplement the recreation opportunities and facilities provided by the City of Austin directly.

Examples include agreements with Friends of the Parks for renovation of the Gutsch House at Mayfield Park, or with the Austin Trap and Skeet Club to operate the shooting range at Lake Walter E. Long.

The criteria for City Manager approval of such agreements will include:

- . Involve expenditure of City funds up to the amount the City Manager is authorized to expend without Council approval
- . Require expenditure of City funds up to the amount the City Manager is authorized to expend without Council approval for completion of the improvement or management of the improvement should the other party default
- . Have received prior review by the Parks and Recreation Board.

Included in such agreements will be:

- . a termination clause
- . provisions for insurance requirements
- . other provisions needed to protect the City's interests
- . an appeal process to City Council if the City Manager denies the application

In addition, a process will be established to receive input from neighborhoods which could be affected by activities occurring as a result of the agreement prior to approval.

1 AN ORDINANCE AMENDING CHAPTER 11-1 OF THE AUSTIN CITY CODE
2 TO PERMIT THE CITY MANAGER TO NEGOTIATE AND EXECUTE
3 AGREEMENTS FOR THE IMPROVEMENT OF PARKS.
4

5 BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF AUSTIN:
6

7
8 PART 1. Chapter 11-1 of the City Code is amended by adding Section 11-1-12 to read
9 as follows:
10

11 § 11-1-12 PARK IMPROVEMENT AND MANAGEMENT AGREEMENTS.
12

13 (A). The City Manager may enter into agreements for the improvement, use or
14 management of parks or park facilities by non-profit organizations.
15

16 (B). Before the City Manager executes an agreement under this section, the Parks
17 and Recreation Board shall review and make recommendations on the proposed
18 agreement to the City Manager.
19

20 (C). An agreement entered into under this section must contain a provision
21 securing to the City a right of public use of the facilities or improvements.
22

23 (D). Each agreement must also provide for an annual review of the use,
24 management or improvement of the park as applicable, and provide for termination
25 by the City Council for public necessity or convenience.
26

27 PART 2. The Council waives the requirements of Sections 2-2-3 and 2-2-7 of the City
28 Code for this ordinance.
29

30 PART 3. This ordinance takes effect on _____, 1997.
31
32



M E M O R A N D U M

TO: Parks and Recreation Board
FROM: Jesus M. Olivares, Director
Parks and Recreation Department
DATE: September 9, 1997
SUBJECT: Use of Mary Moore Searight Road By AISD

The Austin Independent School District (AISD) is purchasing land for a south Austin middle school adjoining Mary Moore Searight Metropolitan Park. The land is south of Slaughter Lane and west of the park. The school site is accessible by two residential streets, David Moore Drive and Chisholm Trail Street; the latter does not meet the requirements for public roadways, including school bus traffic, since it is not a properly paved street. Another point of entry is required. *No Slaughter Lane*

AISD has asked for approval to access the new school site on the Searight park road. Currently, the park road, which is paved but without curbs and gutters, is used only by park visitors. Most visitors arrive in the afternoons and weekends.

At their cost, AISD is willing to improve the road by increasing the width, and adding curbs and gutters from Slaughter Road to the school site, a distance of approximately 3000 feet. Also, there is no water line into the park. AISD is willing to install a water line from Slaughter Lane to the school site; water could be supplied to the park facilities by extending the line another 1000 feet.

Approving school access would result in additional traffic, primarily on weekday mornings and afternoons, when students are delivered and picked up. AISD estimates the school will accommodate 1100 students and 60 staff members. Approximately 15 buses will be used to transport students. Since the school is a middle school, there will be no student cars.

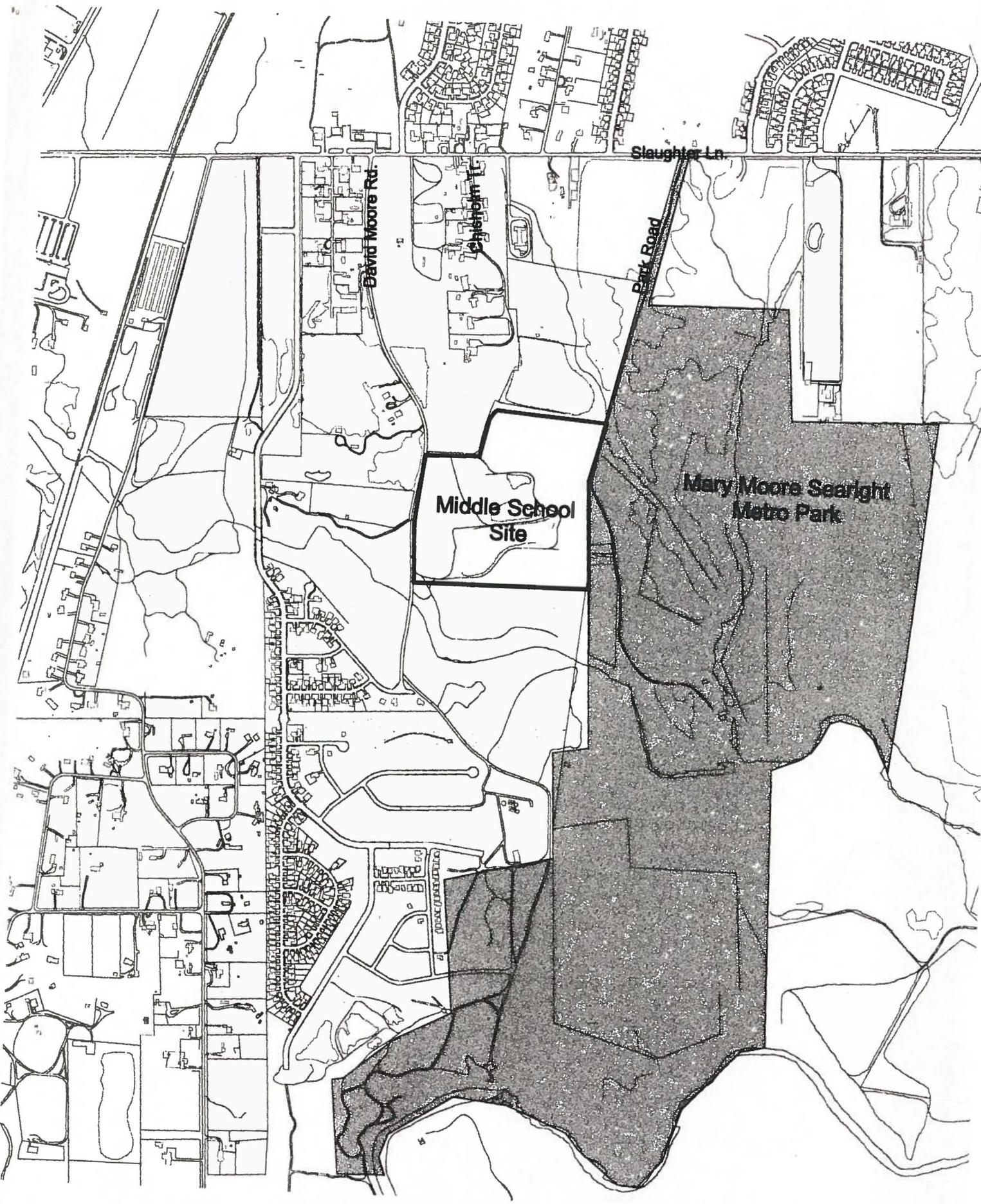
If use of Searight Park road is approved, the City will determine whether use should be by easement or dedicating a public right of way, as well as roadway design details. Also, AISD has discussed the possibility of other joint use improvements on parkland, including a parking lot and ballfields. These improvements will be considered separately at a later time.

Recommendation

Approve the concept of AISD accessing the new south Austin middle school site on the Searight Park road.

Jesus M. Olivares

Jesus M. Olivares, Director
Parks and Recreation Department



David Moore Rd.

Middle School Site

Mary Moore Searight Metro Park

Slaughter Ln.

Park Road

Austin Bicycle Plan, Part II

The Attractor Route System

August 18, 1997

BACKGROUND

In 1996, the draft Austin Bicycle Plan, Part II was presented for review to cycling groups, neighborhood associations, City departments, and City boards and commissions. This draft contained the proposed bicycle routes found in section 2 of Part II. These cross town routes, when fully implemented, will enhance bicycle travel around Austin to within one mile of any location.

Consideration of all comments and suggestions received during the review process offered many ideas for improvement of Part II. One particularly good idea was to create a second system of routes and maps providing information about access to and from 25 major bicycle "attractors" and adjacent neighborhoods. Bicycle attractors are activity centers that have the potential of attracting bicycle trips. Examples of attractors include major employers, swimming pools, gyms, shopping centers, parks, recreation centers, universities, elementary schools, restaurants, coffee shops, and businesses.

ATTRACTOR IDENTIFICATION AND SELECTION

Initially staff identified 100 potential attractors. Next, letters requesting suggestions were mailed to all previous reviewers. After consideration of these and other suggestions, 25 primary attractors were selected. An additional 64 secondary or "satellite" attractors also were included because of their proximity to the primary sites. Inclusion of all good candidates was not possible secondary to time constraints, but expansion of the attractor system will undoubtedly occur as the Bicycle Plan undergoes routine revisions.

ATTRACTOR ROUTE SELECTION

Citizen participation was essential in selecting the best alternative routes for each attractor. In many cases, route segments already identified in the cross town system were also appropriate for attractors. Where new segments were proposed, selection included field checking by staff and by helpful bicyclists who volunteered to ride the areas in question and offer comments.

Planning is an iterative process, no plan is ever final. Austin is a rapidly growing and changing city. It is possible that a few of the routes and facilities suggested for both the cross town and the attractor systems may have changes in current conditions or appropriateness of selection. These will be identified and corrected before any implementation is planned.

NUMBERING AND DESIGNATION OF ATTRACTOR ROUTES

A significant advantage of bicycle travel is ease and proximity of parking to the facility entrance. The cross town route segments included in attractor routes will retain their original numbering designation explained in section 2 of Part II. In most of the 25 attractors, new route segments were included to provide direct access to the "front door" from the one mile proximity provided by the cross town system. New segments will be numbered starting with 300 for mapping and identification purposes.

There are 5 types of bicycle facilities: bike lanes, shoulders, paths or trails, shared lanes and wide curb lanes. For those cross town route segments included in the attractor system, the type of bicycle facility recommended may not be adequate since many of the

bicyclists using the attractor system will be children or less experienced cyclists. Therefore, a higher level of bicycle facility is suggested when appropriate for these specific segments. For example, on a given street designated as a commuter route for experienced cyclists, a wide curb lane of 14 ft. may be considered adequate. However, for inexperienced or child cyclists, a bicycle lane of 5-6 ft. is required to provide the comfort and perception of safety necessary to encourage repeated use.

For many attractor routes, there is potential for providing directional and route identification signs with no change to the configuration or use of the selected street. This kind of bicycle facility is referred to as a "shared lane". Federal guidelines for bicycle facility development recommend that a shared lane street be signed a bike route without requiring modification if the average daily traffic count (ADT) is less than 2000 vehicles per day and the average operating speed is less than 30 MPH.

It is important to note that these are only guidelines and each jurisdiction must use good engineering judgment when choosing streets for designation as shared lanes. The Bicycle Program recommends an average speed of 30 MPH or less for local, neighborhood streets for shared lanes.

Of course, even though traffic volume and speed limits often are lower on these shared lane segments, as with all of the bicycle route system, designation of a street or roadway as an existing or proposed bicycle route does not guarantee bicyclist safety. Good riding skills, knowledge, and abilities, proper, well maintained equipment, obeying the laws and constant vigilance and care are always required to help ensure one's safety.

FACILITIES PRIORITIZATION AND IMPLEMENTATION

As with the cross town route system, the attractor system cannot be built in its entirety at once. The cross town route system is separated into 3 priority levels to provide for staging of implementation and funding. The attractor route system, secondary to its purpose of encouraging an increase in utilitarian trips by bicycle, will be designated as priority one. In addition, prioritization of implementation of the bicycle route network will be guided by the following considerations: a) identification of any problem areas associated with higher levels of accidents, collisions or complaints, b) elimination of barriers, c) identification of opportunities to dovetail implementation of a bicycle route segment with a larger roadway project, d) identification of opportunities to complete route segments that serve multiple attractors, e) and identification of attractors in each geographical quadrant of the city on a rotating basis.

The keys to full implementation of the bicycle network system are consistent citizen support and funding. Citizen support is vital for many reasons including identification of problems, establishment of new routes and oversight. Funding, including a substantial annual regular operating budget for maintenance and repair and long term capital bonds for implementation and construction is also essential. Local funds for matches are necessary to obtain additional federal transportation money. Finally, without a adequately staffed and funded Bicycle Program, consistent, ongoing planning for the special needs of bicyclists will not be guaranteed. History has shown that in an automobile dominated transportation system, the needs of minority users must be consistently represented to ensure adequate provision of facilities for safe operation and sharing of the transportation system.

The Austin Bicycle Plan, Part II should be implemented in six years total, three years for priority one routes and three for priority two. Air quality problems and increasing traffic congestion require rapid implementation in order to help meet Austin's goal of being the

most livable city in the country. In addition, ongoing review of the plan will take place, including input from citizens about necessary changes followed by official amendments to the plan presented for consideration every year.

AUSTIN METROPOLITAN TRAILS COUNCIL (AMTC) TRAILS PLAN

The development of off-road hike and bike trails has potential utility for providing additional routes for bicycles throughout the region. In some cases, off road trails, also commonly referred to as paths, can and do provide an essential link required to complete two otherwise disjointed segments. The Bicycle Program worked with the AMTC in the development of their Trails Plan and integration of these trails with cross town and attractor routes is integral to the Austin Bicycle Plan, Part II.